

REMARKS

Summary of Office Action

Claims 1 and 3-9 have been examined.

Claims 1, 3, 5, and 7-9 have been rejected under 35 U.S.C. § 103(a) as allegedly being unpatentable over Goerge et al. DE 2837806 (hereinafter "Goerge") in view of Bruehmann et al. U.S. Patent No. 6,089,831 ("Bruehmann").

Claims 4 and 6 have been objected to as being dependent upon a rejected base claim, but the Examiner indicated that they would be allowable if rewritten in independent form.

Summary of the Reply

Applicants have amended claims 1, 4 and 6. No new matter has been added, and the claim amendments are fully supported by the originally-filed application. Applicants respectfully request reconsideration and allowance of the application in light of the foregoing amendments and the remarks that follow.

Applicants' Reply to the Rejection of Claims 1, 3, 5, and 7-9

The Examiner has rejected claims 1, 3, 5, and 7-9 under 35 U.S.C. § 103(a) as allegedly being unpatentable over Goerge in view of Bruehmann. The Examiner's rejection is respectfully traversed.

Applicants' amended independent claim 1 recites an electronic compressed-air system for a vehicle, comprising, among other components, a compressed-air supply part and a compressed-air consumer part. The compressed-air supply part includes a compressor, and the compressed-air consumer part includes multiple compressed-air load circuits. In addition, the system includes electrically actuatable valves for supplying compressed-air to the compressed-air load circuits, where a compressed-air accumulator is associated with one or more of the load circuits. The compressed-air load circuits include service-brake circuits having at least one compressed-air accumulator, at least one secondary load circuit without a compressed-air accumulator, and a high-pressure circuit at least one of without and with a compressed-air

accumulator. Furthermore, ones of the electrically actuatable valves associated with the service-brake circuits and ones of the electrically actuatable valves associated with the at least one secondary load circuit are in an open position in a de-energized normal state, and an electrically actuatable valve of the high-pressure circuit is in a closed position in the de-energized normal state.

Goerge describes a compressed air installation for vehicles, which includes an air compressor 4 and several compressed air reservoirs 1a, 1b, and 1c. In particular, Goerge describes two paths to compressed air reservoirs 1a, 1b, and 1c. A first path leads from compressor 4 through a two-way valve 5, and a second path leads from a high-pressure accumulator 9 through a shut-off valve 7 and a pressure reducing valve 6 (*see* Goerge, translated abstract).

Bruehmann describes an air compressor with a supply line leading to an air dryer. From an outlet side of the air dryer, the supply line branches into multiple line branches that lead to consumer circuits (*see* Bruehmann, abstract).

Nowhere does Goerge or Bruehmann, whether taken alone or in combination, show or suggest the system of independent claim 1, which includes electrically actuatable valves for supplying compressed-air to compressed-air load circuits, where a compressed-air accumulator is associated with one or more of the load circuits. Goerge and Bruehman also fail to show or suggest a high pressure circuit at least one of without and with a compressed-air accumulator.

Moreover, in direct contrast to applicants' claimed invention, high-pressure accumulator 9 of George is not a compressed-air load circuit. Rather, high-pressure accumulator 9 of Goerge is an additional source of compressed air that can be used in addition to compressor 4. In particular, as shown in the figure provided in Goerge, it is apparent that high-pressure accumulator 9 is merely a source of compressed air because high-pressure accumulator 9 has only one port for filling and delivery.

Furthermore, in direct contrast to applicants' claimed invention, compressor 4 of Goerge is incapable of filling high-pressure accumulator 9 because of two-way valve 5. Bruehmann fails to make up for these severe deficiencies of Goerge. Finally, it is respectfully noted that the Examiner's statement that "valve 2 will interrupt the supply line to the circuit in

question, thus implying the line must be normally open” is inaccurate (*see* Office Action, page 3). Valve 2 of Goerge is a multi-circuit protection valve that protects circuits, and opens when the pressure at the inlet exceeds a certain pressure level. Consequently, the valve is normally closed when there is no pressure.

Thus, for at least the foregoing reasons, applicants respectfully submit that amended independent claim 1, as well as claims 3, 5, and 7-9, each of which depends directly or indirectly from amended independent claim 1, are allowable over Goerge and Bruehmann, whether taken alone or in combination. Applicants respectfully request that the 35 U.S.C. § 103(a) rejection of claims 1, 3, 5, and 7-9 be withdrawn.

Applicants' Reply to the Objection of Claims 4 and 6

Applicants note with appreciation the indication of allowable subject matter in claims 4 and 6. Applicants have rewritten claims 4 and 6 in appropriate independent form. Accordingly, applicants respectfully submit that claims 4 and 6 are allowable, and notice to this effect is respectfully requested.

Conclusion

For at least the reasons set forth above, applicants respectfully submit that this application is in condition for immediate allowance. Reconsideration and prompt allowance are respectfully requested.

No fee is believed due with this Response. Please charge any fee deficiency to Deposit Account No. 50-0540.

Respectfully submitted,

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